

Transportation Plan for the District of Columbia **APPENDIX C** **Estimated Annual Transportation Costs and Revenues**

ANNUAL TRANSPORTATION COSTS (,000)	1997	1998	1999	2000	2001	2002	2003	2004	2005
Capital Improvement Costs									
Gateway Program	\$0	\$0	\$21	\$22	\$225	\$232	\$0	\$0	\$0
Information Centers/ Kiosks	\$0	\$0	\$103	\$318	\$437	\$337	\$0	\$0	\$0
Signage Programs [1]	\$0	\$103	\$106	\$3,278	\$3,377	\$2,319	\$1,194	\$1,230	\$0
Traveler Information	\$0	\$31	\$13	\$13	\$14	\$14	\$15	\$15	\$16
Public Parking [2]	\$100	\$155	\$0	\$1,705	\$5,072	\$3,617	\$6,209	\$0	\$6,587
Tour Bus Parking	\$0	\$0	\$154	\$158	\$326	\$336	\$346	\$357	\$367
Roadway Safety/ System Connection Improvements	\$0	\$0	\$265	\$4,098	\$21,103	\$9,854	\$10,149	\$10,454	\$10,768
Water Docks	\$0	\$0	\$0	\$0	\$253	\$261	\$2,687	\$2,767	\$0
Light Rail [3]	\$0	\$0	\$0	\$0	\$0	\$7,390	\$7,612	\$7,840	\$8,076
Metrorail [4]	\$0	\$0	\$0	\$656	\$1,576	\$0	\$0	\$0	\$0
Florida/ New York Avenue Metro Station	\$0	\$0	\$2,122	\$2,185	\$2,251	\$11,593	\$9,552	\$2,460	\$0
Bus Priority Corridors [5]	\$0	\$0	\$1,485	\$3,825	\$3,939	\$4,057	\$4,179	\$0	\$0
Feeder and Alternative Bus Services [6]	\$0	\$0	\$318	\$328	\$2,026	\$2,087	\$2,149	\$738	\$0
Regional Transit Funding	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bicycle Trail (Metropolitan Branch Trail)	\$0	\$0	\$3,978	\$4,098	\$0	\$0	\$0	\$0	\$0
Goods Intermodal Centers [7]	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,537	\$1,583
Commercial Loading/ Parking Zones	\$0	\$0	\$159	\$328	\$338	\$348	\$358	\$369	\$0
Landscaping	\$0	\$500	\$1,000	\$1,030	\$1,061	\$1,093	\$1,126	\$1,159	\$1,194
Subtotal (Capital Cost)	\$200	\$788	\$9,725	\$22,041	\$41,997	\$43,538	\$45,577	\$28,926	\$28,591
Transit System Preservation Costs									
Bus Operating Subsidy [8]	\$74,609	\$79,676	\$82,066	\$84,528	\$87,064	\$89,676	\$92,366	\$95,137	\$97,991
School Transportation Operating Subsidy	\$3,888	\$3,845	\$3,960	\$4,079	\$4,202	\$4,328	\$4,457	\$4,591	\$4,729
Metrorail [9]	\$36,637	\$36,676	\$37,776	\$38,910	\$40,077	\$41,279	\$42,518	\$43,793	\$45,107
Program Adjustments [10]	\$17,745	\$18,277	\$18,826	\$19,390	\$19,972	\$20,571	\$21,188	\$21,824	\$22,479
Capital Construction, Rehabilitation & Replacement [11]	\$50,000	\$41,000	\$12,000	\$12,360	\$12,731	\$13,113	\$13,506	\$13,911	\$14,329
Cost Shifts With Regional Transit [12]	\$0	\$0	-\$84,636	-\$109,561	-\$120,994	-\$124,624	-\$128,362	-\$132,213	-\$136,180
Subtotal (Transit)	\$182,879	\$179,474	\$69,993	\$49,706	\$43,052	\$44,343	\$45,673	\$47,044	\$48,455
Other Transportation Preservation Costs									
Federal Aid Highways and Streets [13]	\$47,000	\$48,410	\$49,862	\$51,358	\$52,899	\$54,486	\$56,120	\$57,804	\$59,538
Bridges [13]	\$52,000	\$53,560	\$55,167	\$56,822	\$58,526	\$60,282	\$62,091	\$63,953	\$65,872
Local Streets [14]	\$35,000	\$36,050	\$37,132	\$38,245	\$39,393	\$40,575	\$41,792	\$43,046	\$44,337
Traffic Operations [15]	\$12,000	\$12,360	\$12,731	\$13,113	\$13,506	\$13,911	\$14,329	\$14,758	\$15,201
Bicycle Facilities [16]	\$1,000	\$1,000	\$1,030	\$1,061	\$1,093	\$1,126	\$1,159	\$1,194	\$1,230
DPW Operations [17]	\$48,000	\$49,440	\$50,923	\$52,451	\$54,024	\$55,645	\$57,315	\$59,034	\$60,805
Subtotal (Others)	\$195,000	\$200,820	\$206,845	\$213,050	\$219,441	\$226,025	\$232,805	\$239,790	\$246,993
TOTAL TRANSPORTATION COSTS	\$378,079	\$381,083	\$286,563	\$284,797	\$304,490	\$313,905	\$324,056	\$315,760	\$324,029
ANNUAL TRANSPORTATION REVENUES (,000)									
Revenue From Existing Sources									
Federal Transportation Program Apportionment [18]	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$100,000	\$100,000
Local Gas Tax Revenue	\$31,500	\$31,100	\$30,800	\$30,500	\$30,200	\$29,900	\$30,000	\$30,000	\$30,000
Fees for Air Rights Over Public Rights-of-Way	\$700	\$721	\$743	\$765	\$788	\$811	\$836	\$861	\$887
Payments to Mass Transit from General Fund [19]	\$182,879	\$179,474	\$20,000	\$5,000	\$0	\$0	\$0	\$0	\$0
Transportation Fees to Trust Fund [20]	\$0	\$0	\$120,160	\$123,764	\$127,477	\$131,302	\$135,241	\$139,298	\$143,477
Subtotal (Existing Sources)	\$305,079	\$301,295	\$261,702	\$250,029	\$248,465	\$252,013	\$256,077	\$270,159	\$274,364
Other Potential Revenue Sources									
2 Cent Increase in Gas Tax [21]	\$0	\$0	\$3,080	\$3,050	\$3,020	\$2,990	\$3,000	\$3,000	\$3,000
Right-of-Way Utility Fees [22]	\$0	\$0	\$2,000	\$2,060	\$2,122	\$2,185	\$2,251	\$2,319	\$2,388
Curb Use Fees for Permit Parking	\$0	\$0	\$2,000	\$2,060	\$2,122	\$2,185	\$2,251	\$2,319	\$2,388
Subtotal (Potential Sources)	\$0	\$0	\$7,080	\$7,170	\$7,264	\$7,361	\$7,502	\$7,637	\$7,776
TOTAL TRANSPORTATION REVENUE	\$305,079	\$301,295	\$268,782	\$257,199	\$255,729	\$259,374	\$263,579	\$277,796	\$282,140
System Preservation Needs Deferred (Annual)	\$73,000	\$79,787	\$17,781	\$27,598	\$48,761	\$54,531	\$60,477	\$37,964	\$41,889
Cumulative Total (Preservation Deferral)	\$73,000	\$152,787	\$170,568	\$198,166	\$246,927	\$301,459	\$361,936	\$399,899	\$441,788

Transportation Plan for the District of Columbia

APPENDIX C

Estimated Annual Transportation Costs and Revenues

ANNUAL TRANSPORTATION COSTS (,000)	2006	2007	2008	2009	2010	2011	2012	2013	2014
Capital Improvement Costs									
Gateway Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Information Centers/ Kiosks	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Signage Programs [1]	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Traveler Information	\$16	\$16	\$17	\$17	\$18	\$19	\$19	\$20	\$20
Public Parking [2]	\$0	\$6,988	\$0	\$7,414	\$0	\$7,865	\$0	\$8,344	\$0
Tour Bus Parking	\$378	\$390	\$401	\$413	\$426	\$439	\$452	\$0	\$0
Roadway Safety/ System Connection Improvements	\$11,091	\$11,423	\$11,766	\$12,119	\$12,483	\$12,857	\$0	\$0	\$0
Water Docks	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Light Rail [3]	\$8,318	\$8,567	\$5,883	\$30,297	\$31,206	\$32,143	\$33,107	\$34,100	\$35,123
Metrorail [4]	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Florida/ New York Avenue Metro Station	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bus Priority Corridors [5]	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Feeder and Alternative Bus Services [6]	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Regional Transit Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bicycle Trail (Metropolitan Branch Trail)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Goods Intermodal Centers [7]	\$6,524	\$8,399	\$8,651	\$0	\$0	\$0	\$0	\$0	\$0
Commercial Loading/ Parking Zones	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Landscaping	\$1,230	\$1,267	\$1,305	\$1,344	\$1,384	\$1,426	\$1,469	\$1,513	\$1,588
Subtotal (Capital Cost)	\$27,557	\$37,052	\$28,024	\$51,605	\$45,517	\$54,748	\$35,046	\$43,977	\$36,701
Transit System Preservation Costs									
Bus Operating Subsidy [8]	\$100,931	\$103,959	\$107,078	\$110,290	\$113,599	\$117,007	\$120,517	\$124,133	\$127,857
School Transportation Operating Subsidy	\$4,871	\$5,017	\$5,167	\$5,322	\$5,482	\$5,647	\$5,816	\$5,990	\$6,170
Metrorail [9]	\$46,460	\$47,854	\$49,289	\$50,768	\$52,291	\$53,860	\$55,476	\$57,140	\$58,854
Program Adjustments [10]	\$23,153	\$23,848	\$24,563	\$25,300	\$26,059	\$26,841	\$27,646	\$28,476	\$29,330
Capital Construction, Rehabilitation & Replacement [11]	\$14,758	\$15,201	\$15,657	\$16,127	\$16,611	\$17,109	\$17,622	\$18,151	\$18,696
Cost Shifts With Regional Transit [12]	(\$140,265)	(\$144,473)	(\$148,807)	(\$153,271)	(\$157,870)	(\$162,606)	(\$167,484)	(\$172,508)	(\$177,684)
Subtotal (Transit)	\$49,909	\$51,406	\$52,948	\$54,536	\$56,173	\$57,858	\$59,593	\$61,381	\$63,223
Other Transportation Preservation Costs									
Federal Aid Highways and Streets [13]	\$61,324	\$63,164	\$65,059	\$67,011	\$69,021	\$71,092	\$73,224	\$75,421	\$77,684
Bridges [13]	\$67,848	\$69,884	\$71,980	\$74,140	\$76,364	\$78,655	\$81,014	\$83,445	\$85,948
Local Streets [14]	\$45,667	\$47,037	\$48,448	\$49,902	\$51,399	\$52,941	\$54,529	\$56,165	\$57,850
Traffic Operations [15]	\$15,657	\$16,127	\$16,611	\$17,109	\$17,622	\$18,151	\$18,696	\$19,256	\$19,834
Bicycle Facilities [16]	\$1,267	\$1,305	\$1,344	\$1,384	\$1,426	\$1,469	\$1,513	\$1,558	\$1,605
DPW Operations [17]	\$62,629	\$64,508	\$66,443	\$68,437	\$70,490	\$72,604	\$74,782	\$77,026	\$79,337
Subtotal (Others)	\$254,393	\$262,025	\$269,885	\$277,982	\$286,321	\$294,911	\$303,758	\$312,871	\$322,257
TOTAL TRANSPORTATION COSTS	\$331,858	\$350,482	\$350,857	\$384,124	\$388,011	\$407,517	\$398,398	\$418,229	\$422,181
ANNUAL TRANSPORTATION REVENUES (,000)	2006	2007	2008	2009	2010	2011	2012	2013	2014
Revenue From Existing Sources									
Federal Transportation Program Apportionment [18]	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Local Gas Tax Revenue	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Fees for Air Rights Over Public Rights-of-Way	\$913	\$941	\$969	\$998	\$1,028	\$1,059	\$1,091	\$1,123	\$1,157
Payments to Mass Transit from General Fund [19]	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transportation Fees to Trust Fund [20]	\$147,781	\$152,215	\$156,781	\$161,485	\$166,329	\$171,319	\$176,459	\$181,752	\$187,205
Subtotal (Existing Sources)	\$278,695	\$283,155	\$287,750	\$292,483	\$302,378	\$302,378	\$307,549	\$312,876	\$318,362
Other Potential Revenue Sources									
2 Cent Increase in Gas Tax [21]	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
Right-of-Way Utility Fees [22]	\$2,460	\$2,534	\$2,610	\$2,688	\$2,768	\$2,852	\$2,937	\$3,025	\$3,116
Curb Use Fees for Permit Parking	\$2,460	\$2,534	\$2,610	\$2,688	\$2,768	\$2,852	\$2,937	\$3,025	\$3,116
Subtotal (Potential Sources)	\$7,919	\$8,067	\$8,219	\$8,376	\$8,537	\$8,703	\$8,874	\$9,050	\$9,232
TOTAL TRANSPORTATION REVENUE	\$286,614	\$291,222	\$295,969	\$300,858	\$305,894	\$311,081	\$316,423	\$321,926	\$327,594
System Preservation Needs Deferred (Annual)	\$45,244	\$59,259	\$54,888	\$83,265	\$82,117	\$96,436	\$81,975	\$96,303	\$94,587
Cumulative Total (Preservation Deferral)	\$487,032	\$546,292	\$601,180	\$684,445	\$766,562	\$862,998	\$944,972	\$1,041,275	\$1,135,863

Transportation Plan for the District of Columbia
APPENDIX C
Estimated Annual Transportation Costs and Revenues

ANNUAL TRANSPORTATION COSTS (,000)	2015	2016	2017	2018	2019	2020	Total
Capital Improvement Costs							
Gateway Program	\$0	\$0	\$0	\$0	\$0	\$0	\$500
Information Centers/ Kiosks	\$0	\$0	\$0	\$0	\$0	\$0	\$1,195
Signage Programs [1]	\$0	\$0	\$0	\$0	\$0	\$0	\$11,606
Traveler Information	\$21	\$22	\$22	\$23	\$24	\$24	\$428
Public Parking [2]	\$0	\$0	\$0	\$0	\$0	\$0	\$54,056
Tour Bus Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$4,945
Roadway Safety/ System Connection Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$138,429
Water Docks	\$0	\$0	\$0	\$0	\$0	\$0	\$5,968
Light Rail [3]	\$36,177	\$37,262	\$38,380	\$39,531	\$0	\$0	\$401,013
Metrorail [4]	\$0	\$0	\$0	\$0	\$0	\$0	\$2,231
Florida/ New York Avenue Metro Station	\$0	\$0	\$0	\$0	\$0	\$0	\$30,163
Bus Priority Corridors [5]	\$0	\$0	\$0	\$0	\$0	\$0	\$17,486
Feeder and Alternative Bus Services [6]	\$0	\$0	\$0	\$0	\$0	\$0	\$7,646
Regional Transit Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Bicycle Trail (Metropolitan Branch Trail)	\$0	\$0	\$0	\$0	\$0	\$0	\$8,076
Goods Intermodal Centers [7]	\$0	\$0	\$0	\$0	\$0	\$0	\$26,696
Commercial Loading/ Parking Zones	\$0	\$0	\$0	\$0	\$0	\$0	\$1,900
Landscaping	\$1,605	\$1,653	\$1,702	\$1,754	\$1,806	\$1,860	\$31,037
Subtotal (Capital Cost)	\$37,802	\$38,936	\$40,104	\$41,308	\$1,830	\$1,885	\$743,475
Transit System Preservation Costs							
Bus Operating Subsidy [8]	\$131,692	\$135,643	\$139,712	\$142,904	\$148,221	\$152,667	\$2,660,325
School Transportation Operating Subsidy	\$6,355	\$6,546	\$6,742	\$6,944	\$7,153	\$7,367	\$128,669
Metrorail [9]	\$60,620	\$62,438	\$64,312	\$66,241	\$68,228	\$70,275	\$1,226,879
Program Adjustments [10]	\$30,210	\$31,116	\$32,049	\$33,011	\$34,001	\$35,021	\$610,898
Capital Construction, Rehabilitation & Replacement [11]	\$19,256	\$19,834	\$20,429	\$21,042	\$21,673	\$22,324	\$457,441
Cost Shifts With Regional Transit [12]	(\$183,014)	(\$188,505)	(\$194,160)	(\$199,984)	(\$205,984)	(\$212,164)	\$3,445,348
Subtotal (Transit)	\$65,119	\$67,073	\$69,085	\$71,158	\$73,292	\$75,491	\$1,638,864
Other Transportation Preservation Costs							
Federal Aid Highways and Streets [13]	\$80,014	\$82,415	\$84,887	\$87,434	\$90,057	\$92,759	\$1,618,044
Bridges [13]	\$88,527	\$91,182	\$93,918	\$96,735	\$99,637	\$102,626	\$1,790,176
Local Streets [14]	\$59,585	\$61,373	\$63,214	\$65,110	\$67,064	\$69,076	\$1,204,926
Traffic Operations [15]	\$20,429	\$21,042	\$21,673	\$22,324	\$22,993	\$23,683	\$413,118
Bicycle Facilities [16]	\$1,653	\$1,702	\$1,754	\$1,806	\$1,860	\$1,916	\$33,453
DPW Operations [17]	\$81,717	\$84,168	\$86,693	\$89,294	\$91,973	\$94,732	\$1,652,471
Subtotal (Others)	\$331,925	\$341,883	\$352,139	\$362,703	\$373,584	\$384,792	\$6,712,188
TOTAL TRANSPORTATION COSTS	\$434,547	\$447,892	\$461,329	\$475,169	\$448,706	\$462,168	\$9,094,527
ANNUAL TRANSPORTATION REVENUES (,000)							
Revenue From Existing Sources							
Federal Transportation Program Apportionment [18]	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$2,330,000
Local Gas Tax Revenue	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$724,000
Fees for Air Rights Over Public Rights-of-Way	\$1,192	\$1,227	\$1,264	\$1,302	\$1,341	\$1,382	\$24,099
Payments to Mass Transit from General Fund [19]	\$0	\$0	\$0	\$0	\$0	\$0	\$387,353
Transportation Fees to Trust Fund [20]	\$192,821	\$198,606	\$204,564	\$210,701	\$217,022	\$223,532	\$3,669,389
Subtotal (Existing Sources)	\$324,013	\$329,833	\$335,828	\$342,003	\$348,363	\$354,914	\$7,134,741
Other Potential Revenue Sources							
2 Cent Increase in Gas Tax [21]	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$66,140
Right-of-Way Utility Fees [22]	\$3,209	\$3,306	\$3,405	\$3,507	\$3,612	\$3,721	\$61,074
Curb Use Fees for Permit Parking	\$3,209	\$3,306	\$3,405	\$3,507	\$3,612	\$3,721	\$61,074
Subtotal (Potential Sources)	\$9,419	\$9,611	\$9,810	\$10,014	\$10,224	\$10,441	\$188,287
TOTAL TRANSPORTATION REVENUE	\$333,432	\$339,444	\$345,638	\$352,017	\$358,587	\$365,355	\$7,323,028
System Preservation Needs Deferred (Annual)	\$101,415	\$108,447	\$115,691	\$123,152	\$90,119	\$96,813	\$1,771,499
Cumulative Total (Preservation Deferral)	\$1,237,278	\$1,345,725	\$1,461,416	\$1,584,568	\$1,674,687	\$1,771,499	

Transportation Plan for the District of Columbia
Appendix C
Estimated Annual Transportation Costs & Revenues

Notes:

- [1] – Portions of the cost for this action item would be performed as part of the system preservation.
- [2] – The cost shown assumes this parking would be municipal. Some or all may ultimately be privately provided.
- [3] – Fifty percent of construction cost is assumed to be provided by the Federal government. No Federal contribution is assumed for design.
- [4] – The New York Avenue to Georgetown Metrorail line is included as a study item only (the Georgetown Metrorail station has already been studied). Construction of this line as Metrorail is estimated to cost \$1.13 billion.
- [5] – Costs shown include bus and signal equipment only. Roadway improvements would be made as part of the ongoing roadway reconstruction (included as system preservation costs).
- [6] – The capital costs to purchase small feeder buses are included in this cost. Alternative bus service would be promoted by the District, but would be privately provided. Subsidies for the alternative bus service would be part of the overall transit subsidy.
- [7] – Fifty percent of construction cost is assumed to be provided by private sources. No private contribution is assumed for design or land acquisition.
- [8] – After 1998, most of the bus operating costs would be borne as part of the proposed regionally funded transit system. Remaining funds would be for smaller feeder bus systems and local routes. See report text for additional detail on this recommendation.
- [9] – Metrorail operating costs after 1997 would increasingly be borne as part of the regionally funded transit system. See report text for additional detail on this recommendation.
- [10] – Includes audit adjustments and para-transit costs less FTA Section 9 allocation.
- [11] – Beyond 1999, estimated costs do not include major construction. Major construction costs are included with the capital improvement costs shown above.
- [12] – The independently funded regional transit system is assumed to begin in 1999. It is assumed to cover 70 percent of bus operating costs from 1999 on. For Metrorail, it is assumed to cover all but \$20 million in 1999, all but \$5 million in 2000, and 100 percent thereafter. For para-transit costs (included in program adjustments), it is assumed to cover 50 percent of the cost in 1999, 85 percent of the cost in 2000, and 100 percent thereafter.
- [13] – In recent years, between \$5 and \$30 million of these funds have been diverted to transit usage. In 1997, the request for shifting federal funds to transit is \$14.2 million. These shifts in funding do not reduce the need for sufficient funds to adequately maintain District streets and bridges.
- [14] – Includes sidewalks, alleys and street trees.
- [15] – This includes traffic signals, street markings and other traffic control devices.
- [16] – Includes construction of connections to Potomac River Bridge and from the Capital Crescent Trail to downtown.
- [17] – Includes DPW staffing costs, some system maintenance and snow removal.
- [18] – Based on FY 1997 apportionment.
- [19] – Annual transit subsidy payments to WMATA come from the General Fund and are partially recovered by motor vehicle registration fees, motor vehicle excise taxes, traffic fines, parking meter revenue, commercial parking taxes and bus shelter franchise fees.
- [20] – This assumes that, as indicated in the Transportation Trust Fund action item, as regional transit operations are covered by the independently funded transit authority, funds collected for the motor vehicle registration fees, motor vehicle excise taxes, traffic fines, parking meter revenue, commercial parking taxes and bus shelter franchise fees would be available in the Transportation Trust Fund. Approximately \$62 million per year of other General Fund monies, or \$1.5 billion over the period to 2020, would then also be available for other uses in the District.
- [21] – District only, separate from the recommended regional gas tax for independent regional transit funding.
- [22] – Fees to utilities to use street rights-of-way. The first \$11 million goes into the District's General Fund.